(d) Paragraphs (b)(1) through (b)(3) and paragraph (c) of this section do not apply to aircraft for which a maximum operating speed V_{MO}/M_{MO} is established under §23.1505(c). For those aircraft there must either be a maximum allowable airspeed indication showing the variation of V_{MO}/M_{MO} with altitude or compressibility limitations (as appropriate), or a radial red line marking for V_{MO}/M_{MO} must be made at lowest value of V_{MO}/M_{MO} established for any altitude up to the maximum operating altitude for the airplane.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–3, 30 FR 14240, Nov. 13, 1965; Amdt. 23–7, 34 FR 13097, Aug. 13, 1969; Amdt. 23–23, 43 FR 50593, Oct. 30, 1978; Amdt. 23–50, 61 FR 5193, Feb. 9, 1996]

EFFECTIVE DATE NOTE: By Amdt. 23–62, 76 FR 75762, Dec. 2, 2011, §23.1545 was amended by revising paragraph (d), effective Jan. 31, 2012. For the convenience of the user, the revised text is set forth as follows:

§ 23.1545 Airspeed indicator.

* * * * *

(d) Paragraphs (b)(1) through (b)(4) and paragraph (c) of this section do not apply to airplanes for which a maximum operating speed V_{MO}/M_{MO} is established under §23.1505(c). For those airplanes, there must either be a maximum allowable airspeed indication showing the variation of V_{MO}/M_{MO} with altitude or compressibility limitations (as appropriate), or a radial red line marking for V_{MO}/M_{MO} must be made at lowest value of V_{MO}/M_{MO} established for any altitude up to the maximum operating altitude for the airplane.

§ 23.1547 Magnetic direction indicator.

(a) A placard meeting the requirements of this section must be installed on or near the magnetic direction indicator.

(b) The placard must show the calibration of the instrument in level flight with the engines operating.

(c) The placard must state whether the calibration was made with radio receivers on or off.

(d) Each calibration reading must be in terms of magnetic headings in not more than 30 degree increments.

(e) If a magnetic nonstabilized direction indicator can have a deviation of more than 10 degrees caused by the operation of electrical equipment, the placard must state which electrical loads, or combination of loads, would cause a deviation of more than 10 degrees when turned on.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23–20, 42 FR 36969, July 18, 1977]

§ 23.1549 Powerplant and auxiliary power unit instruments.

For each required powerplant and auxiliary power unit instrument, as appropriate to the type of instruments—

(a) Each maximum and, if applicable, minimum safe operating limit must be marked with a red radial or a red line;

(b) Each normal operating range must be marked with a green arc or green line, not extending beyond the maximum and minimum safe limits;

(c) Each takeoff and precautionary range must be marked with a yellow arc or a yellow line; and

(d) Each engine, auxiliary power unit, or propeller range that is restricted because of excessive vibration stresses must be marked with red arcs or red lines.

[Amdt. 23–12, 41 FR 55466, Dec. 20, 1976, as amended by Amdt. 23–28, 47 FR 13315, Mar. 29, 1982; Amdt. 23–45, 58 FR 42166, Aug. 6, 1993]

§ 23.1551 Oil quantity indicator.

Each oil quantity indicator must be marked in sufficient increments to indicate readily and accurately the quantity of oil.

§ 23.1553 Fuel quantity indicator.

A red radial line must be marked on each indicator at the calibrated zero reading, as specified in §23.1337(b)(1).

[Doc. No. 27807, 61 FR 5193, Feb. 9, 1996]

§ 23.1555 Control markings.

(a) Each cockpit control, other than primary flight controls and simple push button type starter switches, must be plainly marked as to its function and method of operation.

(b) Each secondary control must be suitably marked.

(c) For powerplant fuel controls—

(1) Each fuel tank selector control must be marked to indicate the position corresponding to each tank and to each existing cross feed position;